



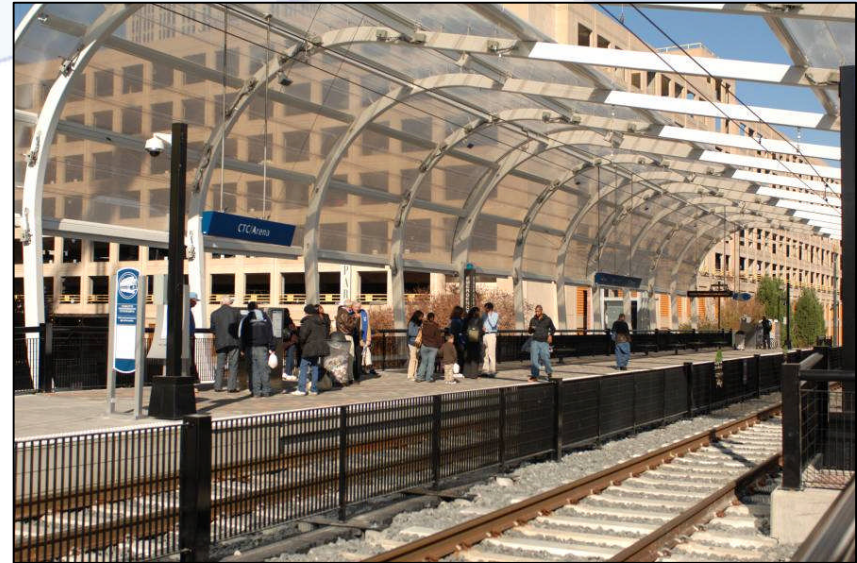
Transportation Oversight Committee March 18, 2008

Charlotte Area Transit System

- LYNX Blue Line success
- Economic Development Impact
- Corridor System Plan Update
- Partnering Opportunities

Blue Line Characteristics

- Opened November 24, 2007
- Uptown Charlotte to I-485
 - 9.6 miles
- 15 stations (7 park & rides)
- Operates seven days a week from 5:00 a.m. to 1:00 a.m.
- Service frequency
 - Rush hour: 7.5 minutes
 - Non-rush hour: 15 minutes
- Bus/rail integration serves the Blue Line directly:
 - 20 new and modified routes



LYNX Blue Line Success!

- LYNX Blue Line ridership averaging 12,000 daily trips
 - Original projection: 9,100 by the end of the first year
 - Vehicles often at capacity
 - Some Park & Ride lots at/near capacity
- Ticket vending machines
 - Added round-trip ticket
 - Will add credit/debit card function in March
 - Ordering additional machines
- Over \$1.5 billion in actual and proposed corridor development through 2011



CATS Ridership

- 76% increase since 1998
- YTD system Ridership up 9.7%
- January system Ridership is up 18.1% compared to last year
- LYNX Blue Line ridership averaging 12,000 daily trips (up 33% from estimates)

New Bern Station 3030 South

Before



After



- 120 Residential Live/Work Units
- Adjacent to New Bern Station
- 1st TOD outside of SouthEnd
- Approx. \$23M

Summit Grandview

Before



After



- 266 Residential Units
- Approx. 70,000 sf commercial
- 465 Parking Spaces
- \$70M Project Cost

The Ashton Under Construction East/West Station Area



- Approx. 3 acres
- 310 Rental Units
- Approx. \$80M
- 120 DUA





- Approx. 5 acres
- 320 Rental Units
- Approx. \$45M
- 65 DUA

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Atlantic Realty The Reserve in SouthEnd East/West Station Area



- Approx. 4 acres
- 300 Rental Units
- Approx. \$35M
- 75 DUA



Broad Street Partners - Tradition at New Bern Station Under Construction



- Approx. 5 acres
- 285 Rental Units
- Approx. \$45M
- 57 DUA



The Millenium - Under Construction Bland Street Station Area



- Approx. 3 acres
- 270 Rental Units
- Approx. \$40M
- 90 DUA



Crescent Resources Under Construction Bland Street Station Area



- Approx. 5 acres
- 360 Rental Units
- 9,000 sf Commercial
- Approx. \$50M
- 72 DUA



SOUTH BOULEVARD ELEVATION



BLAND STREET ELEVATION



LIGHT RAIL LINE ELEVATION

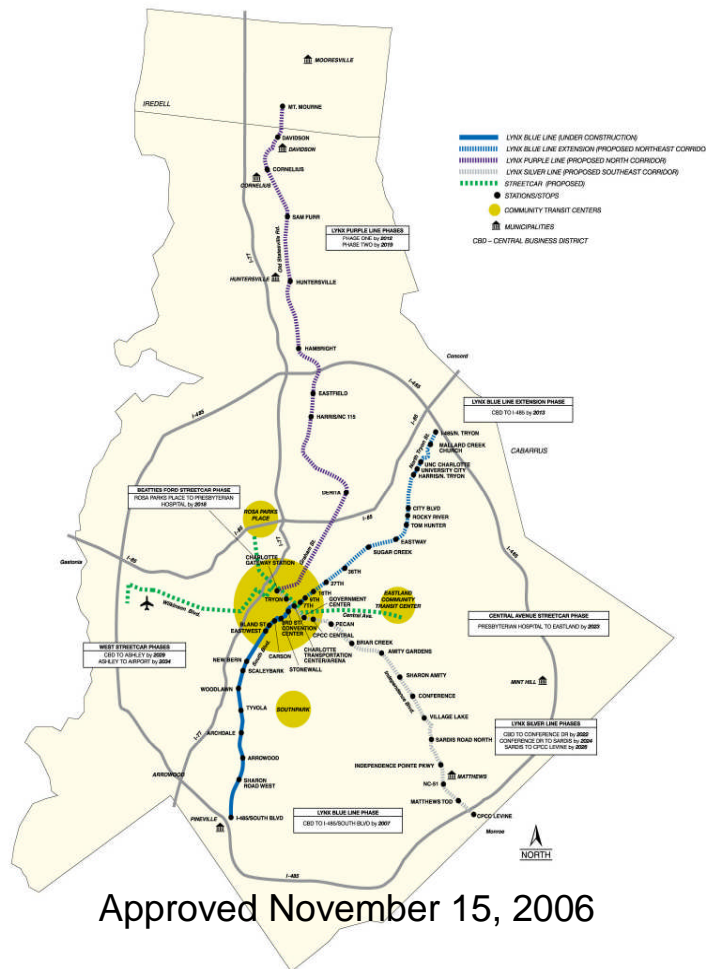
Taxes Generated from South Corridor Development

- Projected New Tax Revenue
 - \$1.86B Total Projected Investment (2005-2011)
 - Tax Revenue: \$24.1M Annually
 - City Tax Revenue: \$ 8.5M Annually
 - County Tax Revenue: \$15.6M Annually
- South Corridor land parcel values increased 52% from 2000-2007 while rest of city increased **40%**

Conclusion

- There has been a shift in private sector investment patterns as a result of transit
- TOD capitalizes on investment in existing infrastructure
- TOD = additional transit ridership
- TOD generates future tax revenues from more intensive redevelopment
- TOD offers choices, especially for residential land uses

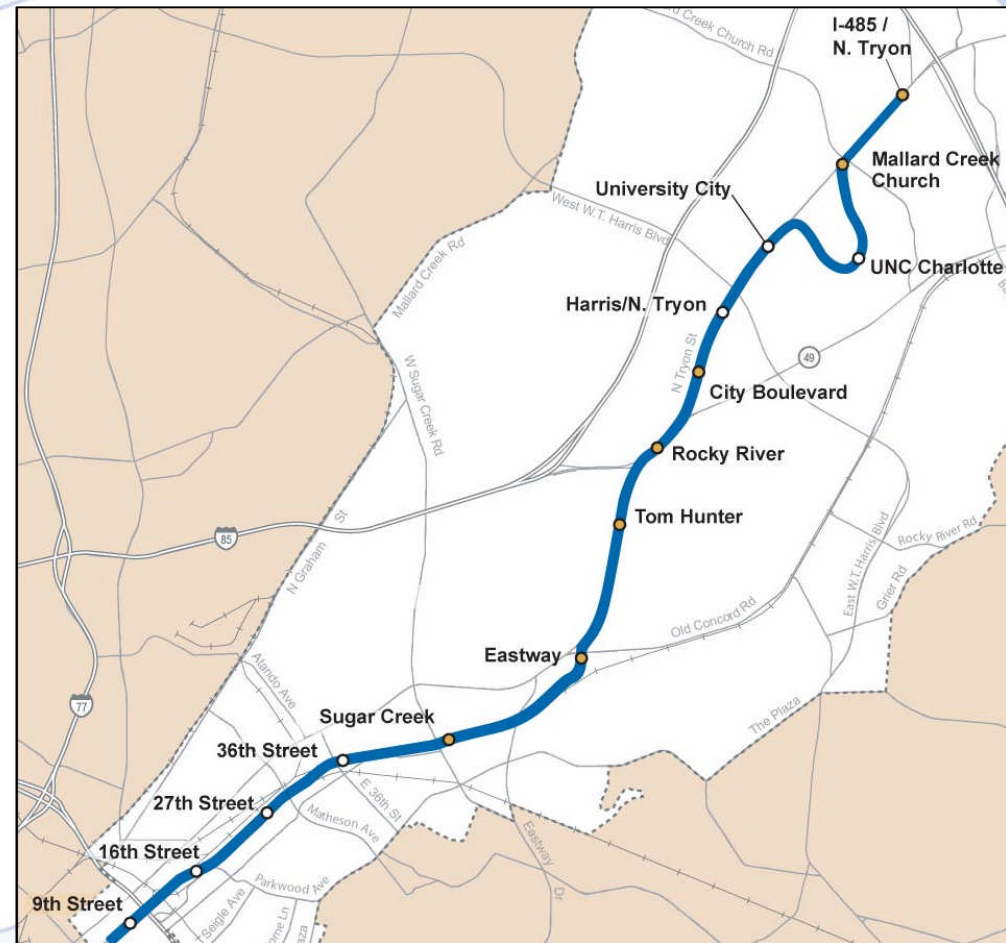
MTC-Approved 2030 Plan



- South Corridor – **Open for service**
- Advancing Northeast Corridor into Preliminary Engineering (PE - 65% design)
 - PE to be phased to determine eligibility for Federal match
- Advancing North Corridor Engineering
 - Cost: \$8.5 million for all engineering
 - HDR & NS will undertake the work
 - Financing Plan to be refined
- Streetcar
 - Advance after Northeast and North (2018/2023)
- Southeast
 - Technology decision in 2011
 - Completed in 2022-26
- West
 - Enhanced bus service
 - Convert to streetcar by 2030

LYNX Blue Line Extension (NE)

- Uptown Charlotte to I-485, north of UNC Charlotte
- Total project length: 11 miles
- Extension of the LYNX Blue Line- South Corridor
 - Improves operational effectiveness
 - Better leveraging of public investment
- 14 stations
- Supports development in NoDa and along N. Tryon Street
- Serves UNC-Charlotte



- More complex than the Blue Line (South Corridor)
 - Involves four railroads vs. one
 - 5-6 miles of alignment in NCDOT ROW
 - Propose running light rail in middle of N. Tryon Street
 - More environmental issues
 - Twice as many grade crossings
 - 250-400 ROW acquisitions
- FTA requirements for funding have increased
 - PE sets budget for state and federal participation
 - Project Cost Effectiveness must be a “medium”

Progress to date:

- November: FTA approval to enter PE
- December: City Council approved \$500,000 interim contract
- January: City Council unanimously approved \$30M PE contract
 - \$10M allocated to progress design to 15% milestone
 - Includes interim contract funds
 - Will ask for future funds based on design milestones

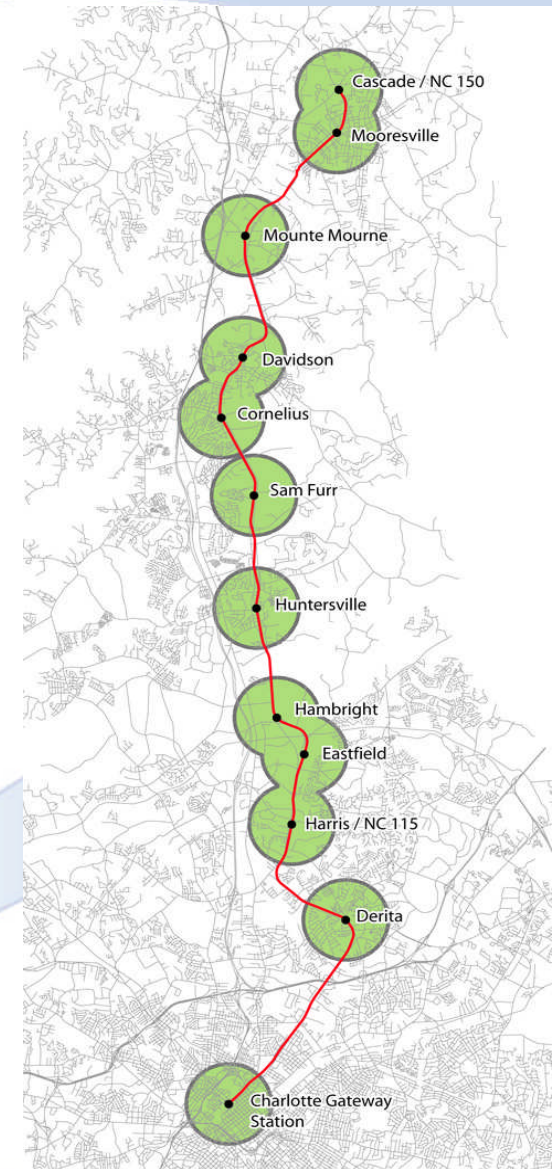
Funding sources for PE:

- Half-cent transit sales tax (committed)
- NCDOT (committed)
- Federal earmark (not yet appropriated)

Region's Most Underutilized Transportation Asset

North Corridor

- Route
 - 25 miles from Charlotte Gateway Station to Mount Mourne
 - Existing Norfolk Southern Railroad right-of-way
 - 10 stations
 - Mooresville proposing to use TIF to extend service from Davidson to Mount Mourne
- Service
 - 22-40 trains per day
 - Peak: every 30 minutes
 - Off-Peak: hourly
 - Reverse commute



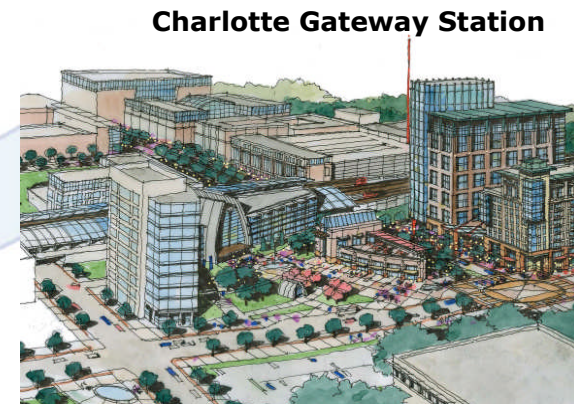
An Engine For Transit-Oriented Economic Growth



- Jobs: 83,000 jobs within ½ mile of stations
- Residential: 14,000 new station area residences by 2025
- New Commercial: 5.8 million sq. ft. by 2025
- New Growth: \$4.5 billion in new Tax Value by 2019



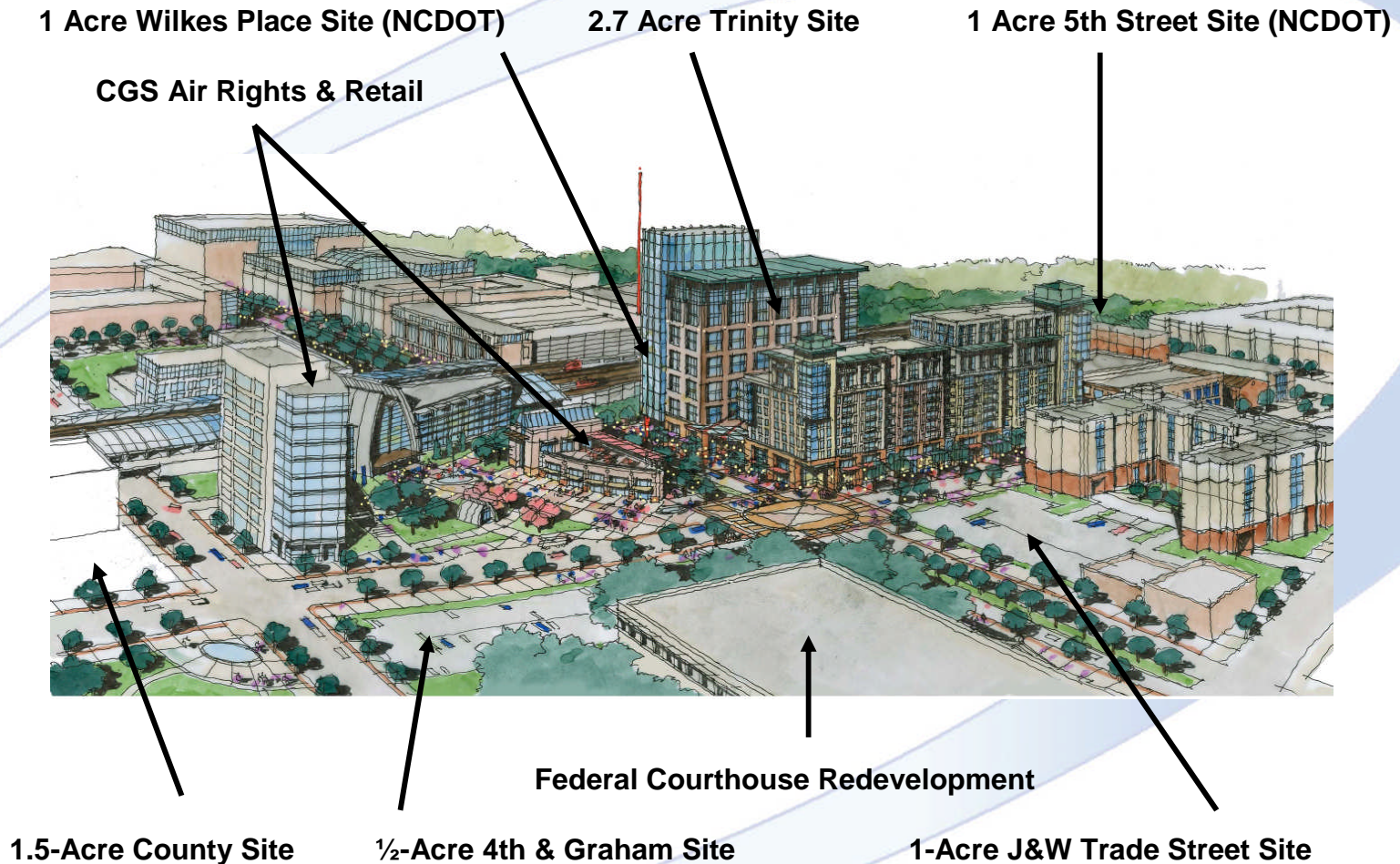
RCLCO Analysis (11/07)



- 2030 Plan Approved by MTC
 - Project completion
 - Current plan: completion in 2012 -2014, depending on funding constraints
 - Planners, residents, developers need to know whether or not the train is coming
 - Estimated project Cost: \$261 million (escalated to 2011 completion)
 - Local Funding Share Required
 - Mecklenburg County municipalities: \$70 million
 - Mooresville: \$15 million
 - State: 25% of project cost -- \$65 million
 - CATS: \$111 million (through ½-cent sales tax)



Charlotte Gateway Station A Catalyst For Development





Charlotte Gateway Station Addresses Key Local & Regional Goals

- **Downtown Transit Center**
 - Critical need for additional off-street bus capacity
 - Consolidates North Corridor Commuter Rail, Center City Street Car, and Southeast & West Rapid Transit
- **Connects Regional & Local Transportation**
 - Amtrak service to Atlanta, Raleigh & Washington
 - Greyhound intercity bus service
 - Dedicated bus service to the airport
- **A Catalyst For Developing Charlotte's West End**
 - Large West End parcels await “trigger” for development
 - Market for new West End private office space dependent on including government offices at Charlotte Gateway Station

Development Concept

- Develop All 18 Acres of NCDOT Property as a Single Package
- Procure a Master Developer To Design, Construct & Manage Development of NCDOT Property
 - Optimizes integration of combined property
 - Leverages value of NCDOT property for use in funding the public facilities & Amtrak relocation
 - NCDOT preference: retain long-term interest in the property
 - Public facilities at CGS included within large office/retail private development



Gateway Center Next Steps

- City of Charlotte Continues to Work with NCDOT & Greyhound To Refine Program Elements, Design, Cost and Integration
- NCDOT/CATS Seeking a Master Developer To Develop CGS and NCDOT Property Between 3d and 9th Streets
 - Public transportation facilities at CGS site
 - Mixed Use development between Trade and 6th Streets
 - Residential development north of 6th Street
- RFQ For Master Developer Expected Spring 2008
- Master Developer and Master Plan Selected by Spring 2009
- CGS Opening In Time for North Corridor Commuter Rail -- 2012

Streetcar

- Beatties Ford Road to Eastland Mall (10 miles)
- Smaller and lighter than LRT with up to 117 passengers
- Status: construction to begin in 2012
- Efforts underway to accelerate – Charlotte earmark request for \$500k for economic development and alternative funding options study





Future Partnership Needs

- **Continue 25% state funding for Rapid Transit & Streetcar capital projects**
- **Continued partnering on other capital projects**
- **Continue to provide State Maintenance Assistance Program (SMAP) as service expands.**
 - State-wide expansion of SMAP funds
 - SMAP formula to include rail ridership
- **N.C. DOT 15-year funding request : \$470 million**
 - 25% of cost of Rapid Transit projects_ \$415 million
 - 10% of cost of bus related projects \$ 55 million